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• HAMMOND •

A MEMORIAL SKETCH

• 1887 •

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UNITED STATES OF AMERICA.

CHARLES GOODRICH HAMMOND.



C. J. Hammond

In Memory
"

OF

✓
CHARLES GOODRICH HAMMOND

JUNE 4, 1804—APRIL 15, 1884

AND

✓
CHARLOTTE BRADLEY HAMMOND

FEBRUARY 14, 1807—JANUARY 5, 1887

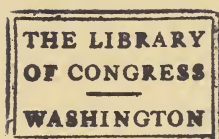
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ERRATA:

TABLE OF CONTENTS:

Memorial Address read before the New England Church by
HON. WM. H. BRADLEY, not HON. E. W. BLATCHFORD.

For A. H. TOWNE, read A. N. TOWNE.

Page 15, for HON. E. W. BLATCHFORD, read Hon. WM. H. BRADLEY.

CONTENTS.

	PAGE
MEMOIR OF CHARLES GOODRICH HAMMOND . . .	1
EXTRACTS FROM THE SERMON OF REV. J. H. BARROWS . .	11
PORTIONS OF THE MEMORIAL ADDRESS READ BEFORE THE NEW ENGLAND CHURCH BY HON. E. W. BLATCHFORD .	15
A TRIBUTE OF A. H. TOWNE	20
LETTER OF EX-GOVERNOR BROSS	25
EXTRACT FROM A LETTER OF DR. N. G. CLARK	28
LETTER FROM PLYMOUTH CHURCH TO THE PASTOR, OFFI- CERS, AND MEMBERS OF THE NEW ENGLAND CHURCH .	30
CHICAGO THEOLOGICAL SEMINARY. MINUTE OF THE BOARD OF DIRECTORS	32
CHICAGO CONGREGATIONAL CLUB. A MINUTE ON THE DEATH OF COLONEL C. G. HAMMOND	38
THE AMERICAN BOARD OF COMMISSIONERS FOR FOREIGN MISSIONS	43
THE NEW WEST EDUCATION COMMISSION	45
RESOLUTIONS:—	
Home for the Friendless	48
Trustees of Salt Lake Academy	50
Pullman's Palace Car Company	52
Board of Inspectors of the House of Correction	53
ARGUMENT OF COLONEL C. G. HAMMOND	57
MEMOIR OF CHARLOTTE BRADLEY HAMMOND .	73
FUNERAL ADDRESS OF REV. DR. LITTLE	81

MEMOIR.

THE fragrant memories that cluster around the sainted dead are very precious to the sorrowing, loving hearts that linger on the earth. CHARLES G. and CHARLOTTE B. HAMMOND have now both passed away from the home they adorned and the places they filled with honor so many years. It is a pleasant thought that they are now reunited on that blissful shore, and are forever dwelling with the Lord in the Celestial City. In the minds of loving friends they will never more be separated; and it is a labor of love to gather up and preserve in suitable form some of the many testimonials to their solid worth, and the tender words of sweet affection spoken and sent by appreciative and sympathizing friends.

Charles G. Hammond died instantly April 15, 1884, in the store of Marshall Field & Co., at Chicago. He was sitting near the door and conversing pleasantly with two ladies of his acquaintance, while waiting for his daughter, who was in another part of the store. Among other utter-

ances he said that if it was the Lord's will he would like to live till his eightieth birthday, in June. But as he said "just as He wills," his head suddenly sank forward, and his friends thought he had fainted, but he was dead.

His funeral was attended by a very large congregation at the New England Church on the afternoon of the 17th of April. The whole assembly rose and stood with bowed heads while his remains were borne into the church by the Hon. William H. Bradley, Prof. G. N. Boardman, George M. Pullman, Henry W. King, O. B. Green, Lyman Baird, and Ezra B. McCagg. The services were opened by singing, "Jesus, Lover of my soul," followed by an invocation, reading of the Scriptures, and the singing of "Lead, kindly Light! amid the encircling gloom." Rev. Dr. Little, the pastor of the New England Church, spoke briefly of his standing as a business man and of his virtues, his humanity and Christian benevolence. In conclusion he paid a heartfelt tribute to his truly Christian character.

Professor Fiske, of the Chicago Theological Seminary, who was the next speaker, remarked that one of the first exclamations that would spring to the lips of those who heard of the death of Colonel Hammond, was the passage of Scripture, "There

is a Prince and a great man fallen this day." That he was no ordinary man might be seen from the numerous and important interests with which he had been charged during his busy life. The vigor and rapidity of his intellectual processes compelled one to say that he was a marked man among men. Problems that staggered other men seemed to come down to him; he did not need to rise to them. All his talents were laid at the foot of the cross. He recognized that all he was, and all he had, he owed to God.

He carried his business tact into his deeds of charity. He was very active and efficient in the Relief and Aid Society after the fire of 1871, and how much he did for the "Home for the Friendless" is known to every one. He founded the New West Education Commission, and was a great benefactor of the Chicago Theological Seminary.

The Rev. Dr. Sturtevant, of Illinois College, then referred to Colonel Hammond's generous assistance to that institution. He spoke of his true Christian character, and said the lesson of his life should be read aloud to all business men. The preëminent glory of his life was his loyalty to his God and his country. The Rev. Dr. Post, of St. Louis, an almost life-long friend, had been expected to deliver an address, but was unable to be present.

The Rev. Dr. Goodwin, of the First Congregational Church, made a prayer that was indeed communion with God. After the benediction, by Rev. Dr. Little, the funeral cortége laid him to rest in Graceland Cemetery.

Colonel Hammond's death was noticed in all the papers of the city, and also in the pulpits. He was spoken of as an "ideal citizen," and it was said by one prominent clergyman, "Had one inhabitant in ten in this city his virtues, we should behold a metropolis without ignorance, without poverty, without vice, and without crime."

Charles Goodrich Hammond, the eldest son of Chester and Fanny Goodrich Hammond, was born in Bolton, Conn., June 4, 1804. His paternal ancestors, who were of Puritan stock and possessed of the virtues of the early Puritans, had resided there for three generations, but were originally from Hingham, Mass. His mother, Fanny Goodrich, was a native of New Haven, Conn., where she resided till her marriage. Her mother, a lady of rare beauty and strength of mind, suffered the loss of husband and property for her country during the Revolution. Her daughter, educated under the guidance of such a woman, and living in the atmosphere of Yale College during the hallowed in-

fluence of President Dwight, became a woman of literary tastes, with great energy of character and ardent piety. His father, Chester Hammond, endowed with uncommon intellect, was a man of sterling Christian character. With such parents it is not strange that their son became such a noble Christian man in mature life.

Chester Hammond and his wife, with four young children, came to Smyrna, Chenango County, New York, in 1808, when the country was very new. A few years later he was instrumental in forming a church that has been a shining light to the present day, and was a deacon of it during his residence there. His son Charles was converted during a season of great revivals in the country in 1816, and at the age of twelve united with the church while the family were still members of the church at West Sherburne. This year was always remarkable for its spiritual refreshings, and its cold, unfruitful season, which almost caused a famine.

He obtained an education from the schools in his vicinity, and commenced teaching at a very early age in his own and neighboring towns, and afterward at Whitesboro, Oneida County, where he took charge of the Academy. In the summer of 1825, he took up his residence in Canandaigua,

N. Y., where he engaged in mercantile business. In August, 1827, he was married to Charlotte B. Doolittle, of Whitesboro, the youngest child of General Doolittle, who had died in 1825. Mr. and Mrs. Hammond enjoyed a pleasant residence in Canandaigua for a few years, being active in the church, and making many friends of a lasting character, notably the Rev. Charles G. Finney, who labored there as an evangelist about 1830. Mr. Finney made his home with them, and a life-long attachment of uncommon strength ensued. In 1834 Mr. and Mrs. Hammond came to Detroit to reside, where they united with the Presbyterian Church, under the pastorate of the Rev. J. P. Cleveland, of which church Mr. Hammond was soon elected an elder.

During the wild spirit of speculation in 1836, he embarked with others in the enterprise of building up a town at the confluence of the St. Joseph and Coldwater rivers in Michigan, now known as Union City. His father, being attracted to the West by the removal there of some of his sons, sold his farm in New York, and commissioned his son Charles to purchase another for him in Michigan. With the expectation of residing there himself, he invested his father's funds in a partly improved farm at Union City, much to the dis-

appointment of his parents, who felt no desire to become pioneer settlers a second time.

But the hope of being near their son, and of laboring for the cause of Christ in the new regions just coming into notice decided them to go, and the remaining members of the family removed there in May, 1836. Here Deacon Chester Hammond collected a Sunday School in his own house the first Sabbath after his arrival, and caused a church to be formed in a few months, which has grown and flourished for a half century. He became a deacon of this church also, and it had his loving care and effectual prayers as long as he lived. He died in 1849, after an illness of several weeks, when, as he expressed it, he "lived almost in sight of the pearly gates of the New Jerusalem." His life was eminently useful and honored, although he was disappointed in the object for which he came to Union City, as this son lived there only two brief periods. During one of them, Mr. Hammond was a member of the state legislature for two years. Soon after he was appointed Auditor General of the State of Michigan, and faithfully performed its arduous duties for some years at Detroit. Upon relinquishing this position, he was appointed collector of the port of Detroit, and held the office some years.

During this time the First Congregational Church was formed in that city, largely through his exertions, as he had always felt a preference for the church of his fathers. Early in 1852, after much urging, he finally accepted the Chicago management of the Michigan Central Railroad, which was nearly finished into that city, and took up his residence there to superintend the western portion of the road. For the remainder of his life he was thoroughly identified with the Christian work, the business, the prosperity and adversity of Chicago.

He remained in the employ of the Michigan Central till late in 1854, when he was chosen general superintendent of the Chicago, Burlington & Quincy Railroad, then in its infancy. He remained with that road until his health failed in 1865, when he was compelled to resign. It is well known that this extensive and powerful railroad is greatly indebted for its unexampled success to the executive ability, energy, and wisdom of Colonel Hammond's administration during those early eleven years.

Not long after his resignation he went abroad with his family for health and recreation, and traveled extensively in Europe. He returned to this country in the autumn of 1867, and spent the

winter in Boston. Returning to Chicago with restored health, he was chosen superintendent of the Union Pacific Railroad in the spring of 1869. He made his residence in Omaha while he filled the office; but resigned the position in the autumn of 1870, returning to Chicago, where he spent the remainder of his life.

We can indulge in a simple reference only to his various pursuits after his return. His connection with the Palace Car Company, his active service in the Relief and Aid Society after the fire of October, 1871, when for more than six months his time was wholly occupied in its work, and of which he says: "The Relief work was very exacting and exhausting; so much was it a work of sympathy demanding great patience and forbearance." His duties on the Board of Directors of the House of Correction, and also as Indian Commissioner, were discharged with his wonted energy and fidelity.

A severe and protracted illness in 1875, with the infirmities of increasing age, induced him to withdraw from engrossing business cares; and henceforth he devoted much of his time to the promotion of the cause of Christ in the city, and the spread of His Kingdom in the earth. His brethren of the New England Church and his asso-

ciates in religious and benevolent work have borne ample testimony to the influence and results of his labors, which will be very gratifying to present as far as space permits.

EXTRACTS FROM THE SERMON OF REV. J. H. BARROWS,

PASTOR OF THE FIRST PRESBYTERIAN CHURCH, CHICAGO.

And besides this giving all diligence, add to your faith, virtue; and to virtue, knowledge; and to knowledge, temperance; and to temperance, patience; and to patience, godliness; and to godliness, brotherly kindness; and to brotherly kindness, charity. For if these things be in you and abound, they make you that ye shall neither be barren nor unfruitful in the knowledge of our Lord Jesus Christ.
— 2 PETER i. 5-8.

THE last week is notable in our history in that it witnessed the death and burial of one of Chicago's foremost citizens. No man has lived among us who more worthily represented all that is best in our Western metropolis than Colonel Charles G. Hammond. His character was a sermon from the text on which I have preached this morning. Not one of the virtues in the choral train which faith begins and love ends appears to have been wanting in him. He was endowed by nature with a great mind, and he became a master of men, a leader of gigantic enterprises. He had the Roman manliness which Peter commended, but at the basis of all was Christian faith. I first met

him about eleven years ago, at the American chapel in Paris, and shall never forget the impression made by his piety, patriotism, and kindness. It is inconceivable that such a man as he should disgrace his country and his country's faith, as so many Americans do, by Sabbath desecration abroad. Integrity, in its literal meaning of wholeness, is the best single word with which to describe his character. He loved his city, and knew that her only sure foundation is righteousness. He loved the poor, and was a wise leader in the noble charity which, after the great fire, relieved so many of the destitute. The beautiful and memorable resolutions, passed by the managers of the "Home for the Friendless," tell the story of his connection with that charity. But his love was wider than the city. He was a far-seeing and statesman-like patriot, the brother in spirit not only of Sumner and Lincoln, but of those Christian philanthropists who believe that Christian knowledge is the bulwark of our nationality. He has made himself an immortal name in connection with a great Christian seminary in this city. And his was not a narrow mind, limiting his gifts to one locality, or to those benevolences which care mostly for men's bodies. He, like a true son of New England, was a liberal benefactor to Chris-

tian colleges, the hope of the West. It was my honor to be among the incorporators of Salt Lake Academy in Utah, and six years ago we found it hard to enlist any interest in the work of Christian education beyond the Wahsatch mountains. But Colonel Hammond's mind had already solved the Mormon problem, and thousands of dollars were freely given by his liberal hand to make that solution actual. Some men have vision and benevolence sufficient to make them patriots; but Colonel Hammond looked out on the whole world through the eyes of Christ, his Saviour. He was a brother in spirit of David Livingstone, and would have died for the black man of Central Africa, had God called him there, as bravely as he would have died on the battle-fields of the Republic. He was, withal, an humble disciple of Jesus. Though an ardent friend of his own denomination, he was of too great a mind to be sectarian; he looked on himself as the servant and steward of the Prince of the Kings of the earth. Many men study to give to the Lord the least they respectably can; some good men are content to set apart a tenth for Christ, but this man, I am informed, prepledged some years his entire income to the good causes which represent the Master on earth to-day. The words with which Lowell described Josiah Quincy,

of Boston, are applicable to Charles G. Hammond, of Chicago, "a great public character." The best things of the best poets are not out of place when spoken of him : —

" His eighty winters freeze with one rebuke
All great self-seekers trampling on the right.

.

His life was gentle, and the elements
So mixed in him that nature might stand up
And say to all the world, ' This was a man.' "

PORTIONS OF THE MEMORIAL ADDRESS

READ BEFORE THE NEW ENGLAND CHURCH BY HON. E. W. BLATCHFORD.

DEAR BRETHREN, — Our hearts are heavy to-night under the pressure of a common sorrow. We can truly say, "There is a Prince and a great man fallen this day in Israel." I have been requested to present a memorial of our dear departed friend and brother, the senior deacon of this church. We shall better know as time passes on how much we have lost in him. For nearly thirty years he has been to me a valued friend and associate.

Since his coming to Chicago, the history of Mr. Hammond's religious life, as distinctive from his purely business pursuits, has been so intimately connected with the history of this church that there are few of us whose lives have not in some measure been moulded or influenced by his.

On his first arrival in Chicago, in 1852, he, with his family, united with the Plymouth Church on the south side. One year later, when the New England Church was projected, he was probably more directly instrumental and efficient in its or-

ganization and establishment than any one other individual. He and his wife were among the thirteen who constituted its original membership. For thirty years he has been in God's providence the central pillar of the New England Church. In all our times of joy or sorrow, of adversity or prosperity, his counsel and his help, his heart and his hand, his rare wisdom and executive ability have been cheerfully and lovingly devoted to its welfare, constant in his attendance on its public services and ordinances, faithful in his support of the prayer-meeting and Sabbath School; liberal in all his contributions to its pecuniary needs and to its gifts for religious and benevolent enterprises. How can we measure our loss, and who will come forward to supply the missing service for Christ? Mr. Hammond was a born leader, and would have taken a first place in any sphere of life.

His mind was of unusual grasp, possessing a rare combination of wisdom and executive ability, of firmness and gentleness. He took a strong and broad view of every subject to which he gave attention. His active and large heart reached out, not to the welfare of this church only, but to the whole Church and to all the interests of the State, to social and moral and educational and charitable affairs. He did not wait for others, but led the

way, and others, catching his enthusiasm, followed his example. Thus he was an inspiring force in all benevolent enterprises. His real greatness was his moral force. He gave us in his life a striking illustration of the truth that the Christian virtues are the great forces and powers in life: as his integrity, his courage, his industry, his beneficence, his devotion to duty were great, so was his life great, so was his character great. His last years were his best years, and as he drew near the end of his busy and eventful career his heart opened itself more and more to Christian feeling, Christian purpose, and Christian work. Admonished by his failing strength that the end was gradually approaching, he laid aside largely the cares of business, and devoted himself to all good works. Mr. Hammond had formed an intelligent purpose, that with reference to all gifts and donations of a religious, charitable, and benevolent character he would be his own executor. He adhered strictly to that purpose. While his sympathies were touched by appeals in behalf of every good object, he yet discriminated wisely and justly in favor of institutions and agencies having as their direct or ultimate purpose the conversion of men to Christ. The Hammond Library Building, for the use of the Theological Seminary, erected solely through his

munificent gift, will remain an enduring monument of his wisdom and benevolence. His practical sympathy with other and weaker churches, notably the Lincoln Park Church, our Theological Seminary, The American Board of Commissioners for Foreign Missions, The Domestic Missionary Societies and Associations, Christian colleges in Wisconsin, Iowa, and Illinois, The Home for the Friendless, The Old People's Home, The Relief and Aid Society, and many other institutions and individuals were partakers of his unlimited bounty.

His presence in this weekly meeting for prayer was always to me a benediction. He was ever ready to testify to the fullness and richness of the grace of Christ to himself. His consciousness of sin was frequently very vivid; he felt, as he once expressed it, "that the kingdom of God must be within us as an indwelling and uplifting force." His language, as we have all listened to it, was terse and clear and forcible in statement and argument.

This departed friend and brother, whose life was so full of blessings and the continuance of which seemed so important, and to our human judgment almost necessary, has now been taken from us. His death was sudden, painless, blessed, and greatly to be desired, one moment here, the next

with his Lord. As we meet here in the place he so much loved we miss his inspiring presence, but we shall not forget him. We shall think of him as still living, though absent. The inspiration of his love and life will abide with us. Heaven has now to us a new attraction. We shall not again hear his voice or see his stately form as he was wont to worship with us in the sanctuary, nor join with him in the sacred circle of the earthly home.

In view of such a life and such a death, which of us would not say : "Let me die the death of the righteous, and let my last end be like his" ?

A TRIBUTE OF A. N. TOWNE.

SAN FRANCISCO, CAL., *April 18, 1884.*

TO THE EDITORS OF THE RAILWAY AGE,—Will you kindly afford me space to pay a slight tribute to the late Colonel Charles G. Hammond? I am painfully conscious of my inability, within the very reasonable limits I have prescribed for myself, to present adequately the many sterling qualities he possessed, or to review with sufficient clearness or fullness the many incidents of his eventful and busy life. A fitting eulogium upon the character and services of one possessed of so many high and manly qualities, or a worthy presentation of the incidents of a life so replete with usefulness, so regulated by adherence to high and honorable principles, would in itself fill many pages.

My recollections of Colonel Hammond date back to the early part of 1856, and during my identification with the Chicago, Burlington & Quincy Railroad, of nearly fourteen years' duration, our relations were of the most cordial and intimate

character. Colonel Hammond came into the management of the above-named road at a very early period of its history, and when that portion of Illinois through which it runs was but sparsely settled, and otherwise but very imperfectly developed. He was identified with its history and management during a period when railroad property was not profitable, and when experience had furnished but few and imperfect standards by which to try the principles and policies which should govern the transportation of a vast inland commerce. It was a part of Colonel Hammond's task to evolve from his own native genius, and large administrative capacity, that policy which would confer development upon a region which the lines controlled by him were constructed to serve ; and also to develop in the property that value to which it was entitled by reason of the settlement, growth, prosperity, and civilization which their operation conferred. He remained in charge of that important line of transportation, and through his diligence, energy, and wisdom lived to see almost an empire of wealth and population tributary to the system managed and controlled by him. He retired from that management overtaken in brain and muscle, sick and worn with the arduous labors of many years.

He became identified with the Union Pacific Railroad Company in 1869. The executive duties assigned to him in connection with that great line of transportation were undertaken at a period of his life which should have been devoted to retirement or repose, or at least to those more quiet pursuits which afford more leisure for enjoyment, and more opportunity for that recuperation necessary to the prolongation of life; such a pursuit he found in his connection with the Pullman Palace Car Company, with which he has been so long and honorably identified.

In every position of trust or responsibility occupied by Colonel Hammond, it will be the concurrent testimony of all who knew him that his perceptions of a proper discipline were singularly clear, and that in the enforcement of that discipline he exhibited a positive and determined character, coupled with great executive force, very rarely found among men. And yet this vigorous discipline, enforced by the inexorable necessities of his calling, was ever accompanied by the kindest consideration for the feelings of his subordinates, ever tempered with manly dignity, revealing a nature true to every duty, but gentle, loving, and noble.

The field of activity, and the sphere of useful-

ness which constitute the theatre of action of railway management are not within such public view that their triumphs of energy, skill, or administrative ability, find public appreciation or recognition. Colonel Hammond brought to the discharge of his duties abilities of a much higher order than have sufficed to give fame to the great military heroes of history. Men with far less clearness of intellect, depth of insight, determination and continuity of purpose, solidity of character and manly worth, have achieved enduring fame as explorers, as scientists, as financiers, as diplomatists, as political economists, as generals; and yet the possession in some degree of all the qualifications which distinguish men upon these various fields is necessary to successful railway management. And in reviewing the record made by Colonel Hammond, I am paying but a just tribute to his memory when I declare that he was one of the most successful railway managers of his time. He possessed qualities of mind and will which would have made him eminent on any field of human activity calling for their exercise, and for untiring energy. His qualities of mind and heart have given him an enduring place in the love and esteem of all who knew him; and he has left behind him a memory worthy to be honored and cherished. His death

closes an honorable, useful, and blameless life, — a life whose every example is worthy of emulation, and whose every lesson should afford encouragement to every honorable ambition.

LETTER OF EX-GOVERNOR BROSS.

TRIBUNE OFFICE, CHICAGO, JULY 1, 1887.

It is a mournful pleasure for me to send you my recollections of your father, Colonel Charles G. Hammond.

His was a rare manhood, and a rare work did he accomplish, which, in its effect upon the great Northwest, was most far-reaching and enduring.

Coming to Chicago at the commencement of its wonderful railway development and that of the Northwest, he assumed the local management of the Michigan Central Railroad, and at once gave it the leading position it has ever since maintained.

His capacity for work was wonderful. He soon became acquainted with every branch of the business of the city and her leading men.

Their entire confidence in his management was soon won by his unremitting fidelity in the fulfillment of promises.

Those friends who had known Colonel Hammond in high social, business, and political positions in

Michigan feared for his success in his new vocation; but his sagacity and great executive ability soon vindicated his choice.

It was during Colonel Hammond's management of the Chicago, Burlington & Quincy, when the foundations of its prosperity were laid, that his thorough knowledge of men, and their ability to excel, was shown. The subsequent brilliant career of his chosen associates abundantly proves this.

Among them I remember Colonel Robert Harris, president of the Northern Pacific; A. N. Towne, manager of the Central & Southern Pacific systems; Manager Van Horn and Superintendent Eagan, of the Canadian Pacific; General Wm. B. Strong, James T. Clark, and many others who have escaped me. In my trip over the Canadian Pacific Railway, I was surprised to find so large a number of conductors and station-masters who had been "Colonel Hammond's boys." This, to-day, is their very best passport to a position on any of our railways.

The Union Pacific Railway and Pullman Palace Car Company, each in turn secured Colonel Hammond's services, and reaped inestimable benefits from his mature counsels.

He was a man whose noble presence commanded at a glance the respect and confidence of all who met him.

His keen judgment of human character protected him perfectly from impostors in business, political, and social life.

Thoroughly devout in his religion, he was as far as possible removed from narrow or selfish bigotry.

In all the vast railroad business which he managed in years of service as President of the Chicago Relief and Aid Society, distributing the world's millions, not a word of suspicion was ever whispered against him.

Estimate, if you can, the results of his influence upon the management, the business, and the prosperity of the railway systems of the great West.

How vast that influence for good, and how lasting will it be!

Millions of men, who may never hear the name of their benefactor, Colonel Hammond, will reap untold advantages from his life and labors.

Ever kind and courteous, he was also one of the most intelligent and accomplished of Christian gentlemen. With all who knew him as I did, his memory is embalmed in blessings, and certain is the conviction that his reward among the just in his heavenly home is sure.

EXTRACT FROM A LETTER OF DR. N. G.
CLARK.

It was pleasant to see how the press estimated Colonel Hammond as a man and as a philanthropist. There is something very striking in the fact that three men so intimately associated in life, so united in the work of Christ, as Mr. Treat, William E. Dodge, and Colonel Hammond, should have been taken away so suddenly, without the weariness and pain of long illness, translated, may we not say, from this life to the world above.

Mr. Dodge in New York, and Colonel Hammond in Chicago, were eminently representative men — the best types of Christian character which our country has afforded; men eminent in business, eminent in all the walks of Christian life, public and private; examples to our young men of the possibilities of noble character in our country.

The words of Scripture come to my thoughts involuntarily as I think of them: "Diligent in business, fervent in spirit, serving the Lord." These words might well be inscribed on any memorial erected in their behalf.

Those of us who had the pleasure of a personal acquaintance with Colonel Hammond cannot but feel deeply our loss. Little did we think, as we met him at Detroit, that we were not to meet him again. Yet, as I recall the tender manner in which he greeted us, and the words of his farewell, I cannot but feel that they were in some sense anticipative of what has transpired.

LETTER FROM PLYMOUTH CHURCH

TO THE PASTOR, OFFICERS, AND MEMBERS OF THE
NEW ENGLAND CHURCH.

DEAR BRETHREN AND SISTERS, — Last evening, by a unanimous vote, the members of Plymouth Church requested me, as their pastor, to express to you our most affectionate sympathies with you in the great affliction which you have experienced in the death of Colonel Hammond. We also rejoice with you in the precious memories which this noble Christian man has left behind him, not only as a legacy to you, but to all the Congregational churches, and to the entire Christian discipleship of this city.

His pure, unselfish life, his large benefactions, his genuine patriotism, and his maturity in all Christian graces, have made impressions that can never be effaced.

We recall with pleasure the fact that Colonel Hammond was once a member of Plymouth Church.

May the great Head of the Church, our blessed Master, in the fullness and tenderness of his love,

grant you abundantly his consolations in this time of your bereavement.

I am, in behalf of Plymouth Church,

Very sincerely yours,

HENRY MARTYN SCUDDER.

CHICAGO THEOLOGICAL SEMINARY.

MINUTE OF THE BOARD OF DIRECTORS.

WE meet to-day under the shadow of a great bereavement. Keenly and sadly we feel the *absence* of one whose *presence* has been felt as inspiration and wisdom and strength in almost every meeting of this Board, from the beginning until now. The commanding form and benignant face of Charles G. Hammond will be seen among us here no more. With profound sorrow we record the mournful fact.

More clearly than ever before do we apprehend how thoroughly and how closely he had identified himself with the life and growth of our beloved Seminary. The Lord has raised up for it many warm friends and generous benefactors, but the very chief among them was he whom death has just removed to a higher sphere. He had a heart and a hand ready for every good work of philanthropy and Christian benevolence; but this enterprise for Christ and His Church had the largest place in his thoughts and his prayers, his counsels and his self-sacrificing munificence. This edifice,

in which the Board gathers to-day for the first time in formal session, stands his crowning gift for this cherished object of his regard. Everything around us in this commodious hall is a reminder of him; but the fond hope we had of receiving here his cheerful greeting and exchanging mutual congratulations, and, with fresh courage, taking up together the duties of our sacred trust, is blighted. Our sense of a great loss is perfect.

But the blessed memories of our sainted brother and colleague that must ever cluster here, under his honored name, are a rich source of comfort and joy. With hearty thanks to God we contemplate the noble example of Christian manhood unfolded and perfected by divine grace through all the years of his long life. We think of him as one born to be a leader among men. Endowed with a strong intellect, of quick perception, sagacious and sound in judgment, clear and logical in reasoning, his convictions were positive, and almost invariably in harmony with truth and right. With faith and courage, and a power of will seldom equaled, he resolutely carried out his convictions by word and action into all the details and associations of his life. Under these apparently stern features there was also a warm and tender heart, quick in its sympathies, not gushing, but strong

and steady in its attachments, balanced and trustworthy in its every expression.

These natural qualities were sanctified by the soul's free acceptance of the gospel of the grace of God, and, by his own free will, consecrated to the service of his fellow-men and the glory of his Maker and Saviour, — a sanctification ripening, a consecration broadening and deepening, through all the changing relations and circumstances of a career of extraordinary activity and energy. This is not the place to notice particularly the wide and varied range of his life-work. It is enough here to say that it laid hold of material interests and spiritual interests most intimately connected with human well-being, and made both subservient to the advancement of Christ's kingdom in the world.

We bless God that this Seminary has had the full benefit of such a man's interest and counsel and strong support. We count it a joy and blessing to ourselves that we have been permitted to know him so well and to be associated with him in this good work of the Lord.

The spring of Mr. Hammond's interest and devotion to this enterprise was twofold. In the first place, he had a high appreciation of the importance and value of a thorough education, especially for those who are to minister in the dispensation

to men of the gospel of Christ. And then he had also an intense love for the word of God. In its simple, pure, and strong teachings, his own soul found nurture and life. A clear and positive setting forth of the fundamental truths of our evangelical faith he believed to be essential to the salvation of men and to the progress of Christ's kingdom. Thus it was ever his desire and prayer that this Seminary should send forth many laborers into the Lord's great harvest-field, — men intellectually trained, who would not be carried about by every wind of doctrine, but, settled in the faith, would, with the Holy Spirit's aid, make the gospel they preach everywhere the wisdom of God unto salvation. For that end this institution was founded. And now we seem to hear the parting word of our brother, charging the members of this Board, the members of this Faculty, and this whole body of Alumni to be ever true and faithful to that high and holy aim.

The good life of which we speak had almost rounded out full fourscore years. We thank God that it was continued so long, a life of active usefulness to the last. Its closing period has been specially marked by a beautiful unfolding, on a character of uncommon strength, of sweet Christian graces, — the rich bloom, the ripened fruit of

abiding union to Christ by faith, steadily maintained from early childhood. Sickness and the infirmities of age had impaired in measure the man's physical vigor, but the mind was kept clear and strong, and the heart true and warm even to the end. To him, not taken at unawares, not anxious or doubtful about the issue, but waiting in faith, watching in hope, suddenly came the summons of his Lord, just as he would have chosen, just as we all wished, and, in a blessed enthusiasm, he was, as in a moment, translated from the midst of men's busy activities on earth to the Master's presence, and to the joys of His right hand forevermore. We bless God for this fresh illustration of the preciousness and the triumph of that faith which is the victory that overcometh the world. In the hour of our sorrow we gratefully appropriate for ourselves, and with tender sympathy to those most nearly affected by this bereavement, the rich, unfailing comforts of the glorious gospel of the beloved God.

The Apostle Paul instructed Timothy to "charge them that are rich in this present world that they be not high-minded, nor have their hope set on the uncertainty of riches, but on God who giveth us richly all things to enjoy; that they do good, that they be rich in good works, that they be

ready to distribute, willing to communicate ; laying up in store for themselves a good foundation against the time to come, that they may lay hold on the life which is life indeed."

It seems to us that this lesson was by our sainted brother humbly received, and so carried out as to realize for him the blessed consummation. With this example before them, may the Timothys that go forth from this Seminary be bold to enforce the Apostle's charge ; and, by the grace of God, may the number of such men be multiplied to the honor of our Lord, and to the rapid advancement of His kingdom.

CHICAGO CONGREGATIONAL CLUB.

A MINUTE ON THE DEATH OF COLONEL C. G. HAMMOND,

ADOPTED APRIL 21, 1884.

UNDER the shadow of a great bereavement we meet to-night. An undertone of sadness pervades this banqueting hall. Voices are modulated to tender utterance. It is as if the master of the feast were gone and not expected to return; as if the standard-bearer had fallen, and no one had yet been found to catch up the trailing banner,—and so, indeed, it is, “*Facile princeps inter pares.*”

It therefore well accords with the mood of our sad hearts to pause in our proceedings and utter some word of affectionate testimony to the memory of the beloved man whose name and services have now become our precious heritage.

By a thousand sacred ties the name of Charles G. Hammond is inseparably linked with the growth and fruitage of Congregationalism in the country, and especially in the West.

It is hardly too much to say that he has been

in large part its standard-bearer, champion : in no narrow, sectarian spirit, indeed, but as the best way in his judgment of promoting the welfare and extension of the Redeemer's kingdom. With his clear, almost unerring vision, in early life, he saw that the "Plan of Union" was not the wisest and best. He felt the need of decisive measures for the release of our denomination from that sort of alliance.

He was instrumental in calling the convention at Michigan City in 1846, and potential in shaping its results. This convention aided very much in deciding and shaping the destiny of Congregationalism in the West. Making his home in Detroit, he became the moving spirit in the organization of the First Congregational Church of that city.

Before coming to Chicago to live, he warmly, intelligently espoused the cause of the denomination, at a time when men of less purpose and conviction found it easy and convenient to abandon the polity of the fathers. The genius of our polity no man more clearly understood than Colonel Hammond. Its principles and excellences no man could more ably enunciate and defend than he.

He thoroughly believed in a self-governing local church as furnishing the conditions for the best development of character. Hence he watched

with jealous care any tendency toward delegated power or centralization.

His interest and influence in the various boards and societies of the denomination was intelligent, unceasing, and very helpful. He was familiar with their literature. He remembered them in his prayers. In most of them he was an officer. At their annual meetings he endeavored to be present. Into their measures he poured his money without stint. Changes in policy and management that promised greater efficiency he urged and favored. Our colleges, seminaries, and other institutions of learning he carried constantly in his heart, knew their histories and needs, and was always swift to help. Into the walls of more than one, contrary to his wishes, his name has been chiseled in token of his benefactions. The work in the city and state he loved and fostered to his utmost.

It was not easy, feeble as he was, to prevent his attendance at the meetings of the State Association. He became in a sort the impersonation of Congregationalism at its best, — in spirit and purpose and devotion a true descendant of the Pilgrims. Indeed, his name is worthy of mention with Brewster, and Bradford, and Carver, and the bright succession since their time.

“ We have need of these clear, beacon lights
To warm and guide our age ;
They are time-polished jewels
In the Church’s diadem.”

The formation of this Club gave Mr. Hammond great satisfaction, and his election as first president honored the Club quite as much as the Club honored him.

Truly, a tower of strength has fallen !

His commanding presence, wise counsels, earnest prayers, sententious words, swift and safe judgments, outrunning the deductions of logic, and yet reached by logical processes; his munificent and unostentatious benefactions, his granitic strength wedded to exquisite tenderness, his nobility of character, his unwavering loyalty to Jesus Christ, — these things are embalmed in our memories, and will become working forces in our lives. “*Si monumentum requiris, circumspice.*” More deeply than words can express it do we feel the bereavement a loss that has come to our household of faith; not soon, not ever, shall we see filled the vacant place. We thank God for a life of such opulent endowments and enriching and inspiring service. Its lines have gone out through all the earth. It has set in motion tides of holy influence that shall pulsate through eternity.

We esteem it a great privilege to put this testimony upon the records of this Club.

We desire to convey to the family assurances of our loving sympathy with them in their great sorrow. Above all would we remember that the best tribute to his memory will consist in seeking to possess his spirit and emulate his example.

It is recommended that a copy of this minute be transmitted to Mrs. Hammond and the other members of the family.

ARTHUR LITTLE,
E. W. BLATCHFORD,
C. F. GATES,

Committee.

April 21, 1884.

THE AMERICAN BOARD OF COMMISSIONERS FOR FOREIGN MISSIONS.

MRS. C. G. HAMMOND, — Permit me, in behalf of the Executive Officers and the Prudential Committee of the American Board, to express to you our most tender personal sympathy in this hour of your sore bereavement.

We too, in common with many others, have leaned upon your beloved husband, while he was with us, as a tower of strength. We knew him as wise in counsel as he was vigorous in execution, always ready for efficient service when it was placed upon him. We had abundant occasion to know that, while he was firm as a rock in his convictions, he was tender as a child in his Christian sympathies. How quick he was both to discern and instantly seize and improve the opportunity for doing good; not only building over against his own house substantially for the present and the future, as his home charities abundantly testify, but also cultivating the broadest views for the extension of the kingdom of Christ throughout the world; his life and heart going forth in the spirit

of his Lord and Master to the uttermost parts of the earth.

It will be to us a most pleasant remembrance that he was able to be with us and to share in our deliberations at the last annual meeting of the Board at Detroit. We can but think of the goodly fellowship of old friends to which he has been gathered in heaven. May we all be prepared in God's good time to follow, ready as he was for the call at any hour.

We think of you, dear Mrs. Hammond, as sustained in this hour of your weakness and solitude by the special grace of God.

May all blessings rest upon you during the days that still remain to you here below.

With kind remembrance to all the family from myself and my associates, I remain

Respectfully and truly yours,

E. K. ALDEN,

Home Secretary.

THE NEW WEST EDUCATION COMMISSION.

EULOGY OF THE COMMITTEE.

IN the endeavor to perform the duty assigned them, the committee have been profoundly sensible that no testimonial they could present could adequately express the loss which this Commission has suffered in the death of Mr. Hammond. When some men die we miss their forms and faces much as if here or there a familiar statue were gone from a place that it long filled in the public eye. There are other men who so kindle and stir men's hearts by the contacts and inspirations of their lives, and by their out-reaching sympathies and deeds so interwoven with the common weal, that when they die there is a keen sense of personal bereavement, and a whole community feels as if a pillar of strength, a guaranty of help and hope, had been stricken away. Such a man was Charles G. Hammond. And very rarely has this or any other city paid such a tribute to a citizen as, after his death, was paid to him by the spontaneous encomiums of the pulpits and press and people.

But this was mainly the recognition of the man

as a citizen. His real greatness and royalty of soul were known in their true measure only by those who were associated with him in such fellowship of Christian thought and effort as this Commission afforded. He was interested, and very deeply, in many, we might well say all other, departments of Christian work. But it is doubtful whether, in the whole range of Christian enterprises, there was one in whose object he was so absolutely concerned, and to whose development he gave himself with such ardent enthusiasm, as this of planting Christian schools in the states and territories of the New West. It would be difficult to overstate what he felt and did in respect to the work of organizing and carrying forward this Commission. His intellect, heart, soul, and purse were all in it.

And when the long-expected summons came, it reached him with his last public effort identified with the cause so near his heart. No words can tell how we shall miss his inspiring presence, his earnest voice, his far-seeing discernment, his generous gifts. But the impress which his purpose and thought and devotion stamped upon this work will never cease to be felt.

Our honored leader has filled the measure of the toil allotted to him and passed to his reward.

And we can render no tribute to his memory that would fill him with such delight as to devote ourselves with new zeal to the prosecution of the work and achieve the victories which his faith foresaw.

RESOLUTIONS.

HOME FOR THE FRIENDLESS.

At a meeting of the Board of Managers of The Home for the Friendless, for the purpose of taking action in regard to the death of the late Colonel Charles G. Hammond, the following resolutions were adopted: —

Resolved, That in the death of Mr. Hammond The Home for the Friendless has lost its wisest counselor, oldest guide, and most liberal donor.

Resolved, That while we profoundly mourn our irreparable loss, we thank God that the passage over the dark river was so painless as he lay in his Father's arms, heedless of death's alarms or mortal suffering.

Resolved, That the tender sympathy of the Board of The Home for the Friendless be offered to his deeply bereft widow and children, upheld in their grief by the knowledge of his great and noble qualities, and the assurance that their loss and ours is his great and eternal gain.

Resolved, That we bow in this painful dispensation to the will of Him who doeth all things well, praying that this bereavement may lead us to still greater diligence and more earnest effort for the temporal and eternal welfare of the homeless and friendless of earth. "Mark the perfect man, and behold the upright: for the end of that man is peace."

Resolved, That a memorial tablet with an appropriate inscription upon it be placed in the Chicago Home for the Friendless.

Resolved, That the managers of The Home for the Friendless attend the funeral in a body.

TRUSTEES OF SALT LAKE ACADEMY.

At a meeting of the trustees of Salt Lake Academy, at Salt Lake City, April 25, 1884, the following Preamble and Resolutions were unanimously adopted:—

Whereas, God in his providence has removed Colonel Charles G. Hammond from the world: and Whereas, As colleague with us as trustees of Salt Lake Academy, he has won our esteem and affection by his many noble traits,—

Resolved, That we share with his family and more immediate friends their sorrow at his loss, and express our sympathy.

That we do hereby acknowledge our grateful appreciation of his warm interest in Salt Lake Academy, and his special gifts in its behalf.

That his character as a philanthropist is a rich legacy to the thousands to whom he was known, and that his generous bounty to this and many other kindred institutions merits the gratitude of all good men.

That a copy of these Resolutions be sent to the

family of the deceased; that they be spread upon the permanent record of Salt Lake Academy; and that they be published in the "Salt Lake Tribune."

Very truly yours,

O. J. HOLLISTER, *Secretary.*

PULLMAN'S PALACE CAR COMPANY.

RESOLUTION ADOPTED BY THE STOCKHOLDERS AT
THEIR ANNUAL MEETING, OCTOBER 16, 1884.

WHEREAS, In the destinies of Providence, since our last annual meeting, there has been gathered into the silent chambers of Death one of our most trusted friends and faithful official representatives, in the person of Colonel C. G. Hammond, who for a number of years filled various positions, and discharged the duties embraced within his official relations to the company with fidelity to its interests and advantage to the successful administration of its affairs, —

Be it therefore Resolved, That in the death of Col. C. G. Hammond this company has lost one of its most faithful and trusted counselors, who for thirteen years sat among its board of directors; and, as a mark of our appreciation of his many excellences and virtues, we direct that these proceedings be placed upon the records, and that the secretary of this company forward a copy thereof to the widow of the deceased.

GEORGE M. PULLMAN, *President*.

A. S. WEINSHEIMER, *Secretary*.

BOARD OF INSPECTORS OF THE HOUSE OF CORRECTION.

At a meeting of the Board of Inspectors of the House of Correction of the City of Chicago, held at the office of the Mayor, April 17, 1884, all its members being present, the following Preamble and Resolutions were unanimously adopted:—

Whereas, A member of our board, Colonel Charles G. Hammond, departed this life on the 15th inst., at the advanced age of eighty years,—one who had held the position continuously from the opening of the institution as a house of correction, and who gave to the City of Chicago his services, with no other compensation than the gratification he received in serving the interests of our people, and the cause of reformatory and humane work among the weak and the erring: and Whereas, The humane and charitable works of our late member were not confined to the sacrifice of time in this department; that throughout an active business life of nearly sixty years,—as a merchant, as auditor of state, as superintendent and organizer

of several of our now great railway interests, and in other positions of responsibility requiring great organizing and executive ability, — he always found time to devote his energies to philanthropic work. His labors after the great fire in organizing methods for the successful distribution of the fund given to our distressed citizens by our sister cities, have made his name dear to the thousands of its beneficiaries; and his gifts to educational and charitable institutions, and to individuals, and especially his devotion to the interests of The Home for the Friendless in this city, are proofs that, with successful business life, he accomplished results which have justly placed his name among the greatest and best of our citizens: therefore, —

Resolved, That in the death of our distinguished associate, we have not only suffered an irreparable loss, but the citizens of our city who knew him so well are not the less afflicted by his departure.

Resolved, That we earnestly tender to his bereaved home circle our unreserved sympathy and condolence, with expression of the hope that his completeness of character as man, citizen, and Christian may assuage the grief which now oppresses them.

Resolved, That the foregoing be made of record,

and that a copy thereof be furnished the family of our deceased friend and associate, duly authenticated.

CARTER H. HARRISON,
Mayor.

LOUIS WAHL,
LUTHER LAFLIN MILLS,
Inspectors.

CHARLES E. FELTON,
Superintendent and Secretary.

ARGUMENT OF COLONEL C. G. HAMMOND.

BEFORE THE SENATE JUDICIARY COMMITTEE OF THE ILLINOIS LEGISLATURE OF 1869 AGAINST THE SO-CALLED "FULLER RAILROAD BILL," REGULATING, BY LEGISLATIVE ENACTMENT, PASSENGER AND FREIGHT TARIFF — COMPELLING RAILROADS TO ADOPT A "PRO RATA TARIFF."

SEVERAL distinguished railroad experts and lawyers gave their testimony to the effect that the Legislature had not the right or authority to control the business of railroad corporations to that extent; against the feasibility of its so doing, and the probable injurious and disastrous effect upon the agricultural, manufacturing, commercial, and railroad interests of the State. Colonel Hammond read a paper which is generally regarded as a very able and exhaustive discussion of the whole subject.

COLONEL HAMMOND'S ARGUMENT.

I beg most respectfully to submit to the Committee on the Judiciary a few considerations why a bill now under advisement, being a "Substitute for Senate bill No. 495," should not pass. I have had no connection with railroad management for nearly four years, and do not appear before you as an interested employee of any railroad corporation. I desire first to say that I disclaim the

least disrespect for the originator and friends of this measure, for I am proud to claim its reputed author as my personal friend, and cherish the most respectful consideration for all. While, therefore, I may, in my unpolished manner, criticise the attempted legislation somewhat severely, I trust that its would-be god-fathers may not suppose any personal offense is intended.

I beg to say first, in my view of the facts, that by this bill such legislative control is intended as is entirely impracticable and beyond the ability of any legislative body, although it should be composed wholly of railroad experts of the largest experience. This inability lies in the ever-varying circumstances of each road, and of almost every part of each road, the different investments of capital and employments of its patrons, and the different and almost constantly varying values of the commodities to be transported. A few years since corn was sold at Galesburg for eight cents a bushel, and the farmer sold one hundred and twenty-five bushels to get ten dollars to pay his fare to Chicago and return. In some parts of the State corn was used for fuel. At such a time the Chicago, Burlington & Quincy Railroad, as was its duty, reduced the rate to the very lowest possible point, that this grain might not be absolutely worthless to the farmer. Everything was low; labor 62½ cents per day, and other things in proportion, and low rates were then possible. How can legislation determine the rates to be paid by a miller, for instance, whose mill, situated midway of a line, has, from local failure of a crop of wheat, to depend for a time upon a remote point

for its supply, which, when manufactured, is to be transported to market over the other half or one fourth of the line; or, if possible, to make an equitable rate for a mill under certain specified circumstances and certain specified distances from the wheat and from the flour market? How legislate for every possible case as to distance, etc., that arises in the every-day experience of the roads, or how can the Legislature provide for such a case as the transportation of the stone for the new State House now in process of erection, fixing a certain rate per ton per mile, and at the same time fix the rate on all the different quantities of stone and different distances to be transported, that may be needed for buildings of all sizes and kinds between this mammoth structure and an ordinary dwelling? Is the Legislature to ignore the first principles of commercial law and practice, and set aside all distinctions between wholesale and retail transactions? If not, how discriminate between the wholesale by the million and that of the thousand, or just one degree above the retail? Is the Legislature to make the same *pro rata* rate for a mile on all commodities of a certain class, whether offered by the half car-load or by the full train? Take the article of coal, for instance. Experience has proven that it may be transported in train loads disconnected from perishable freight that requires speed, at a very low price provided that it be also at a very low rate of speed. Shall the Legislature say what number of car-loads shall make a train and what rate per mile shall be affixed to a given speed? Where is the justice of compelling the farmer, living one hundred

miles away from market, to pay one hundred dollars for the transportation of ten tons of produce, because the man that lives ten miles away gets his ten tons transported for ten dollars, or for one third what it would have cost him to wagon it? Is the Legislature to determine the cost per mile for transportation over the different parts where there are grades and where there are none—where there is abundance of fuel cheaper by half than on other parts of the line, and where there are expensive iron bridges to be maintained, costing a million, more or less, as on the Mississippi? Take, for example, the Union Pacific Road. If I am rightly informed, they have grades where an engine with eight driving wheels and weighing, with full supply of water and fuel, sixty-five tons, can take only a few cars, averaging not more than ten, according to the condition of the track. This same engine could take seventy-five cars, eastern bound, over a large part of the Platte Division of this road; and still this bill would fix the rate per mile at the same unvarying figures on every part of the line.

Is the Legislature to ignore the principle of railroad economy entirely, and lose sight of a well-established law of railroad economies, that speed is the essence of railroad expenses? The rule, as generally stated, is that the cost of moving increases as the square of the velocity. Thus a speed of ten miles per hour would be equal to 100, twenty equal to 400, forty equal to 1,600. This fundamental principle is entirely ignored in this bill. The same unvarying rate per mile is required by this

bill, whatever speed is made, or whatever conveniences are furnished. This tremendous difference in the cost of moving trains, being as sixteen dollars to four dollars between an express train and the ordinary speed of Illinois mail and accommodation trains, is entirely lost sight of in this principle of *pro rata* on uniform rates.

The exigencies of trade will require greater differences of speed as the business of the country becomes developed. It is scarcely a third of a century since railroads were introduced into the United States, and not half that time since Illinois had the system inaugurated. During this time much has been learned of their management and the laws of their being, and those which compel observance if roads are to prove a blessing to their owners and projectors, as well as to the people at large. I am aware that, to some extent, there is a feeling in the community that railroads are managed entirely for the selfish interests of the corporations, and with little or no view to the development of the interests and resources of the country. Doubtless it is with reference to this feeling that this legislation is attempted. While there may be something to complain of: that there are railroad officials wanting in intelligence and urbanity due to their patrons, prompted alike by good sense and a due appreciation of the rights of the public, the railroads themselves are the greatest sufferers from their conduct, and it is fair to presume that the self-interest of their owners only needs the knowledge of the delinquencies of their servants to displace them. While much has been learned in regard to the proper management

of this great interest, much more remains to be learned. The man who knows most of the laws to be observed in their right administration to-day, should he live a quarter of a century, will own that he now knows comparatively nothing. But certain things may be considered settled among them. I mention a few: It is fundamental that every road must be managed with a view to its earning expenses, repairs, and an adequate remuneration for the capital invested. This is necessary to all parties. All thinking men concede that unprofitable roads do not satisfactorily respond to the just expectations of their patrons. It is the interest of all parties that they should pay. Especially is it for the interests of the community directly reaping the advantage of a good, safe, well-managed road; or rather reaping the inconvenience and discomforts of an unsafe, unreliable one for the transaction of their daily business. Hence it is seen that it is for the interest of all concerned that every road should do all the business it can procure from which any profit can be realized, although the road may be far below the average rate charged. It is also well settled that it is the duty and interest of every railroad to foster and develop its local business, by which I mean the business arising on its line and not divertible therefrom by rival routes. From this local business it derives its chief support, and to it must it primarily look for the income needful for its success. The local interests of the people upon a line cannot be antagonistic to the road so long as the rates charged are just and proper. They most certainly are just and

proper so long as they will no more than yield a fair income upon the capital invested in the enterprise, and show a reasonable deduction from the cost of teaming. It has been suggested that it is unfair to charge rates for local business higher for distances carried than for through business. This is found to be a fallacy. From the railroad the community receives all the advantages derived from the differences between railroad charges and the cost of teaming in all its local business, which we have seen in the case of the farmer living ten miles away from market, is a saving, at a low estimate, of two thirds its cost. It is not wrong or unjust to the farmer living ten miles from market that the farmer living one hundred miles away should have his traffic done at a lower rate per mile, provided that it is not done at less than cost; for just to the extent of the profit made on the hundred mile business is the company able to carry the less mile business at a lower rate, and still act justly towards its stockholders.

Another thing has been proven by experience—that the rates on all through or contingent business, by which I mean all of which the road is liable to be deprived by competing lines, must be alike over all routes which would compete for it, irrespective of their length. As no two of these competing roads are of the same length, the prices charged on any articles of freight between two competing points must be at a different rate per mile upon each of the routes—less per mile on the longer and more per mile on the shorter. Each road, therefore, will get more per mile on some of its traffic

than its rival lines, and less upon other of its traffic. For example: Ottumwa is a competing point for produce to Chicago, and the Chicago, Burlington & Quincy line, made such by its connection with the Burlington & Missouri, will get more per mile than its rival, the Des Moines Valley, because it is the shortest line, while the total is the same in either case.

Another thing is settled beyond controversy or dispute among railroad experts, that through or long business, made up generally as it is of full trains, is done at a less cost than local business picked up as it comes to the line. This difference is large, and, while entirely ignored by this bill, must enter into the calculation of rates made by the managers of the roads. A train starting from the Mississippi River, partly loaded and partly empty, stopping to leave empty and pick up loaded cars, between the starting-point and Chicago, may cost more money to the company and earn less than if it had started with a full train, although the through freight is at less rates per mile than local freight from intermediate stations. This is the more marked when the train starts entirely empty; besides, there enter into the estimate certain depreciation and expenses which do not depend on the amount of business done; the natural decay of the superstructure, bridges, ties, fences, station buildings, wooden part of cars, abrasion of the banks, and certain station expenses, are neither increased nor diminished by the through or contingent business. This has been estimated at fully one third of the whole expenses of a road, including its equipment, proving beyond a doubt, cavil, or dispute that

contingent or through business may be done at two thirds the average rate per mile of other business, and affords as large a profit as the local business which, without the aid of this long business, would have all this expense to bear.

Enough has been settled by experience to prove that much business is now done under the disadvantages of an imperfect road-bed and single track, and only in a retail way at little or no profit, which will pay a remunerative profit at much less *pro rata* rate where our population is more dense, and where larger quantities will be offered for transit, and the earnings of roads will warrant a more permanent way and a double track by which it may be carried at a very low rate of speed. It has been proven that a coal road having little other business, and having to return its cars empty, and having to freight at a very low rate per mile under a sharp competition, was enabled to realize a fair living profit when it reduced its trains to seven miles per hour, and not at a higher speed. This will be possible in the future with many kinds of freight, but legislation cannot meet it. The demands of the public and the interests of the railroads will be found in union as fast as it is possible to reach or approximate a consummation so desirable. It has been found also that good, sound policy, the interests of the State of Illinois, and the roads coinciding therein, have required that business which could not otherwise be got, should be done for nothing above cost, yea, even for short periods at a loss. This will doubtless startle many, but I beg a little attention to the facts existing to justify this policy.

It sometimes happens that rival routes, in the hope of diverting business to themselves, bid for it at a loss, and if secured it will continue in the new-found channel, even when by a change of circumstances, or of rate, it becomes profitable. Hence, a struggle for business belonging to a line must be often held even at a temporary loss, that it may thereafter prove a source of profit. Again, in the business of the Plains and the far West, rival cities of other States see a prospect of great gain in the future, and the struggle for that business is not slight, although we hope it may be of short duration. Is it of no interest to the people at large that Illinois should, through her great city on the lake, secure this large and just now opening trade, and thus add to the taxable property and resources of the Commonwealth? It has been found in some instances, in order to awaken and control this trade, that railroads should work at cost if not less; and will the Legislature say that all this should be forbidden and rendered impossible by an iron rule of *pro rata* per mile?

The most troublesome and difficult part of the railroad business has been the adaptation of the capacities of the road to the endless variety of circumstances and conditions which daily present themselves. If a dead level of rates were possible, as proposed by the bill, railroad managers would not have waited for legislation. They would have seized with the greatest avidity upon the *pro rata* principle, and their work were then well-nigh done. It is because of the utter impossibility of this system that the great necessity exists; that men of

much experience, with capacity to judge of the course of trade, and to foresee the wants of the country, and wisely meet all the varied needs of the community consistent with the interests committed to them, should be selected as managers of our roads.

Another thing has been fully established by the experience we have had, viz: that an old, well-established passenger route may continue, at a moderately high tariff of rates, to carry a decreasing proportion of passengers; but even in this class of traffic, a difference continued will destroy the interest of the road charging highest, while a difference in freight charges will instantly divert all freight between the same points to the cheapest route. It is true, then, that the passenger traffic follows the same law that governs freight; that a dead level, or uniform rate per mile, will deprive a road of any share of competing passenger traffic, when the competing road is at liberty, untrammelled by legal restrictions, to make a rate besides. A *pro rata* rate on passengers is as equally unjust as on freight, although the injustice may not be so apparent. It ignores the difference between the cost of doing business by wholesale and retail. Can a passenger be carried through a line of road, being taken on and off, with his baggage, at every station, as cheaply and with as little risk as he can be carried through at one sitting? Who pays the station man for handling and caring for his baggage? for warming and lighting the passenger-house? Who guarantees that he will not break his limbs, or otherwise injure himself, at the forty or fifty stations where he gets

off? And the least that can be said is that the company runs forty or fifty chances to one of the through passenger; and shall this passenger demand all this at the same rate of the wholesale or through passenger?

There is another thing which, under this bill, will be possible. That is, for roads running partly in this State and partly in other States, to obey the law as to rate in this State on certain of its business, and yet utterly destroy the business of the competitor running wholly in this State. For instance, the Toledo, Wabash & Western railway may make a cattle rate, as that is all through business going beyond the State, ruinously low to the state line, but add enough beyond the state line to make up a fair rate, while the Chicago, Alton & St. Louis road is utterly unable to carry a car-load of the same stock to their connecting lines bound east, on account of the necessity of their making a Chicago rate upon which they can live.

But I did not intend to do more than to discuss the general principles of the bill, leaving all the particulars of its general working and the illustration to others who have prepared themselves to do so. If the matters herein stated are true, it follows:—

First, That *pro rata* or uniform rate would be both unjust and impracticable. Unjust to roads and their patrons, and quite impracticable in their adoption.

Second, That the varied increasing wants of this new country could not be developed and changed to meet the demand of a denser population of various industrial pursuits.

Third, That through, long, or contingent business may now be done, and is now done, by the roads of Illinois, at a large and remunerating profit, even at two thirds the average rate of the local business.

Fourth, That with the proposed bill, or any bill establishing equal rates per mile per ton of freight, or per head per passenger, all this business would be lost to the roads of Illinois that run only within the State. I know not of a single exception.

Fifth, That the profits thus lost to the roads from extraneous business would have to be charged on local business, thus adding to the local rates and greatly increasing the burdens of the people.

Sixth, No tariff of rates can be adopted that does not look to a just remuneration for capital invested, and if not attainable on long business, it must come from short or local business.

Seventh, That the adoption of the measure will reduce the city of Chicago from its position as the metropolis of the great Northwest, having an empire for its constituency, to one having only a moiety of the State of Illinois, from which to derive its trade, and to which it will contribute supplies and development; for all business subject to the competition of other routes would have to be abandoned. The greatest railroad centre of the world would thus be paralyzed at a single blow, and the lie be given to the commercial sagacity that made it such.

Cast your eye on the map of the United States and Canada, and from the extreme northeast you find railroads pointing to Chicago; from all New England their

roads seek Chicago; from New York the great struggle is made for Chicago, and in Wall Street the greatest contest to-day is for the supremacy in control of lines to Chicago. From Pennsylvania and Maryland the roads are pointing to Chicago; from Mobile and New Orleans the rails stretch to Chicago, and I am told that soon a line under one management will be announced with its termini New Orleans and Chicago. Galveston is stretching out her hands to meet the iron rail from Chicago. The war off, Southern cities of the thirty-second or thirty-fifth parallel are seeking Chicago. Within a brief space, the most magnificent work of the age will connect San Francisco with Chicago, and then through Minnesota, Northern Michigan, and Missouri, all the great lines point to Chicago. The great lines have sought and are seeking Chicago as the gateway to an empire, and the sagacious business men of the world have made the most egregious error of the century, if the business of an empire is to be exchanged for the pitiful show that, under this bill, will be left for Chicago. For it must be remembered that the Mississippi still flows to the Gulf with its immense capabilities, and not a pound of freight would cross it to an Eastern market by rail under this bill.

Eighth, That a uniform or *pro rata* rate will greatly unsettle values, enlarging the value of farms and all producing industries near market in a ratio that will greatly astonish the unthinking, and reduce in a like proportion the value of the more distant ones.

Ninth, Probably, while a farm within ten miles of a given market can have its grain transportation for three

and one quarter to four cents per bushel, the farm one hundred miles from the same market would pay forty cents per bushel — differences per acre on a yield of thirty bushels to the acre of \$10 being the interest at seven per cent. on a difference in value of the farms of over \$150 per acre. This would utterly annihilate all value in the distant farms as a competitor in the same markets with the near-by farmer. Are the farmers of Knox County prepared to abandon their farms as worthless for the raising of produce in competition with the farmers of Cook, De Kalb and Kane counties?

I will add only that the *pro rata* or uniform rate question is not a new one. New York was greatly agitated with the same question in the year 1860, or thereabouts, and the question had a most thorough ventilation and examination, during which experts from all the Northern railroad States were before the committees of their Legislature, and the result was so satisfactory that I am not aware that any attempt has since been made at its resurrection or reintroduction.

CHARLOTTE BRADLEY HAMMOND.



CHARLOTTE BRADLEY HAMMOND.

CHARLOTTE BRADLEY HAMMOND was the daughter of General George and Grace Wetmore Doolittle, and was born in Whitesboro, Oneida County, New York, February 14, 1807. Her father was a native of Wallingford, Conn., and a soldier of the Revolution. He married Grace Wetmore at Middletown, Conn., in 1783. They removed to Whitestown in 1787, where they resided the remainder of their lives. His family was of Scottish origin. Archibald Clark, Laird of Doolittle, in the county of Midlothian, was a junior branch of the old family of Clark of Comrie Castle, in the county of Perth, and descended from Sir Alamus Clark of Scotland, who flourished about 1349, when his name appeared several times on royal inquests. Archibald Clark, or the Laird of Doolittle, as he was designated, was employed as assistant secretary to King James I., whom he accompanied to England when he succeeded Queen Elizabeth. The Laird of Doolittle was a disciple of John Knox, whose religious opinions he had espoused; and, so long

as James lived, he enjoyed his royal patron's protection from persecution; but, on James's death, Doolittle and his two sons were obliged to flee to Holland.

In the year 1643 John Doolittle came to Massachusetts, and settled in Lynn. His brother remained in England, and was a Puritan minister. Cromwell gave him the living of St. Botolph in London, of which he was deprived by King Charles II. in 1661. He came to Massachusetts in 1665; — and from these two brothers the Doolittles of New England are descended.

General George Doolittle was the first general of militia commissioned in Oneida County. His life was marked by good judgment, independence of thought, and strict integrity of character. He died in Whitesboro in 1825, very much respected by all who knew him.

Grace Wetmore Doolittle was the daughter of Amos Wetmore, who was the second white inhabitant of Whitestown. Mrs. Doolittle was a lady of the most amiable character, and from early life a devoted Christian. When the marble slab was placed at her husband's grave, at her request the trees and shrubs were cleared away, that from her window she might watch the spot where he was laid. This tender little mark of conjugal affec-

tion was eminently characteristic. She manifested through a long life the patience and meekness of a disciple of Christ. She died in 1836, with resignation and in the triumph of faith.

Charlotte Bradley Doolittle was the youngest of twelve children. This fact, with her sunny disposition and winning ways, made her the pet of the household. She was married to Charles G. Hammond August, 1827, and left her widowed mother and loving circle of relatives and friends to become a treasure and delight to her husband for nearly fifty-seven years. It was a union of rare conjugal affection, marked by the most tender devotion and perfect trust in all their joys and sorrows. For many sorrows came to them also, as to all. They saw four lovely children fade away from their sight: three in early childhood; the youngest, a daughter, lived seven years, and was always remembered as a veritable sunbeam in the house. Mrs. Hammond was the last of her family, having lived to see all of her brothers and sisters precede her to another world. Being of a delicate constitution, her husband made her health and comfort his especial care, and for more than twenty years she was taken every autumn to some genial resort to escape the attacks of hay

fever. Her life was, no doubt, very much prolonged by his tender, constant, and thoughtful attentions. As long as health permitted, Mrs. Hammond was an active Christian, and cordially coöperated with her husband in his labors in the service of Christ. And to the end of his long life he took counsel with her in regard to all his plans of usefulness and benevolent enterprises, and was cheered by her smiles of approval and words of encouragement. When her husband was taken from her side without a moment's warning, her loving, watching friends feared she could not survive the stroke; but she knew in whom she had believed, and bowed in meek submission to the will of the Heavenly Father. The steadiness and calmness with which she rallied from the shock surprised them all. She lived in the blessed hope of a glorious reunion in a brief time; and, while she was waiting, she was bright and cheerful and interested in friends and in missionary and benevolent work as usual. But the rapt look with which she gazed upon her husband's bust or portrait evinced to loving friends where her thoughts and heart were. She was always peculiarly affectionate, and it was beautiful to see how her heart went out to her children, her grandsons, and the one grand-

daughter who came into the family circle after her husband's death; also the little great-granddaughter.

Early in December, 1886, Mrs. Hammond fell in walking across the room and broke her hip. She was preparing to ride and take her baby great-granddaughter and her mother with her; but, instead, she was taken to her bed, from which she never arose.

Her last illness was of several weeks' duration, and she bore the pain, the weariness, and weakness with great patience. She retained the same winning, courteous manner for which she was ever distinguished as long as she was conscious; and, during the last few days, when she learned that her faithful nurse, whose loving care she had enjoyed for nearly three years, was writing to her distant mother, she said, "Write to her that I thank her for sparing you to me so long, and I hope she will let you stay with me till the last."

Mrs. Hammond became unconscious a few days before her death, and passed away without pain in that state, the 5th of January, 1887. But, as she passed over the river, her countenance was almost transfigured, and was beautiful to look upon, as of one who had seen the "glory of the Lord."

Her funeral was at the house of her daughter,

Mrs. Hjortsberg, January 7, 1887, and attended by a large circle of friends and acquaintances. The services were conducted by her pastor, the Rev. Dr. Little, after which she was borne to rest by the side of her husband, in Graceland Cemetery, by her grandsons and nephews.

FUNERAL ADDRESS OF REV. DR. LITTLE.

“In her tongue was the law of kindness.”

“Death did not seem so much even as the lifting of a latch. Only a step into the open air, out of a tent already luminous with light which shone through its transparent walls.”

When a human soul, in its earlier years consecrated to the service of Jesus Christ, expanded and enriched by the manifold experiences of a long and devoted life, chastened and purified by afflictions and suffering, ripened and perfected by the hallowing influences which God graciously vouchsafes to his beloved, at length, in a good old age, falls asleep and awakes satisfied in His likeness, it is not the hour of defeat, but of victory; not of surrender, but of triumph; not of weakness, but of strength; not of death, but of everlasting life.

And so we are here this afternoon, not so much to mourn as to share in the coronation of one who, having been faithful unto death, has now received a crown of life that fadeth not away.

We are here to praise and thank God for the

testimony of this beautiful life to the power and riches of His grace in Jesus Christ. Through His abounding mercy she has been preserved amid all the vicissitudes and experiences of a long life, and has come to her grave in a full age, like as a shock of corn cometh in in its season.

It was my privilege to be acquainted with Mr. and Mrs. Hammond only in the later years of their lives, after they had passed the allotted period of threescore and ten, and the infirmities of age began to come upon them. I shall never cease to be grateful for the fellowship enjoyed with two such rare spirits, in these last years, when they seemed to be living more in the other world than this. I can bear testimony to the uplifting and abiding inspiration that has come to my own life from contact with theirs. Only of these last years can I speak. They are the fine epitome and conclusion, however, of the whole previous career. In the chamber of my memory there hang few pictures more beautiful than that of Mr. and Mrs. Hammond, both enfeebled by the weight of years, as they were to be seen in their home, in the neighborhood, in the church, and in the circle of their many loving friends, — a picture, indeed, of an almost ideally perfect married life. He as chivalrous, considerate, attentive, thoughtful, swift

to minister, loving, as in the first years of the espousal. She as gentle, appreciative, responsive, and full of grace as on the bridal morning. He the stalwart oak, she the clinging vine. He the strong man, she the dependent woman, — two finely reciprocal natures, each the counterpart and complement of the other.

Indeed, it seemed to us, after he was taken, that she must feel that, with so much gone, she could hardly live on. And it is grateful to recall the fulfilment of the promises made by Him who is the widow's God. His grace came with sufficing power: strength was unexpectedly given. And it is pleasant to remember how patiently, cheerfully, hopefully she has borne the separation, and moved forward on the journey alone. No words of complaint have ever escaped her lips. She has enjoyed the visits of her friends, her attendance upon the services of the sanctuary, the reading of the one Book, and the word of audible prayer.

In her experience God's gracious assurances of help have been daily verified. He was with her in the dependent years, with her in the last wearisome months, with her in the last hour, when, just as the soul was about to take its flight, for a moment consciousness seemed to return and the face to become luminous, as if it already caught a foregleam of the approaching glory.

There is one verse in the Bible which seems to me very well to characterize Mrs. Hammond: "In her tongue was the law of kindness." Kindness seemed to be the law of her nature, as if it were the ruling principle of her life. She thought kindly of others, spoke kindly of them, treated them kindly. Her kindliness of heart, combined with a little vein of mirthfulness, made her a genial companion, whose sunny face it was always a pleasure to see; and we shall sorrow most of all because we shall see her face no more. But for her to be with Christ is far better.

We sometimes wish we knew more of how it is over there in that world of light. With intense longing we follow our loved ones into that undiscovered country, and wonder what they are doing there.

We think it permissible to believe that her husband has welcomed her to that blessed place with something of the joy which filled his heart when he received her as his bride on the morning of their espousal, and that he has been telling her something of the glories of Him who sits upon the throne, as they have come to his enraptured spirit. Clad in the wedding garments of Christ's righteousness, together they are now sitting at the marriage of the Lamb.

Let it be the steadfast purpose of us who have known and honored and loved these dear disciples of Christ and shared their friendship here, so to live that we may be prepared to join them and all the great company of the redeemed in that bright world where all tears shall be wiped away and everlasting joys shall be upon our heads.

“ 'Tis sweet, as year by year we lose
Friends out of sight, in faith to muse
How grows in Paradise our store.”

WOMAN'S BOARD OF MISSIONS FOR THE INTERIOR.

THE following resolution was carried with heart-felt unanimity:—

As a Board of Missions, we are stricken in the loss of our first Treasurer. Her faithful service, while she had strength, and her loving interest and gifts, which were unfailing to the end, make the name of Mrs. Hammond one always spoken tenderly and reverently in our rooms.

RESOLUTIONS OF THE BOARD OF MANAGERS OF THE HOME FOR THE FRIENDLESS.

Resolved, That in the death of Mrs. C. G. Hammond, the wife of our late beloved President, and for many years an honorary member of the board, The Home loses a gentle-hearted friend, who, though too far advanced in the evening of her life for active service, ever remembered us in her prayers and frequent offerings, and followed our work with intense interest. To her afflicted daughter, Mrs. Hjortsberg, our fellow-worker, this board extend their tenderest sympathy.

MRS. NICHOLS,
MRS. FLOWER,
MRS. CRAGIN.

January 10, 1887.

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